

Meeting Record

**MPO Technical Committee Meeting
Wednesday, March 23, 2005
555 South 10th, Room 113
Lincoln, Nebraska**

MEMBERS AND OTHERS IN ATTENDANCE: Ann Harrell, Roger Figard, Randy Hoskins, Larry Worth, Karl Fredrickson; Public Works/Utilities, Marvin Krout, Dave Cary; Planning, Marc Wullschleger; Urban Development, Doug Pillard; County Engineering, John Large (representing John Wood); Lincoln Airport Authority; Steve Garbe (representing Randy Peters); Ron Schlautman (representing Steve McBeth), Rich Ruby, and James Miller (representing Jim Knott) NDOR.

OTHERS: Brian Praeuner, Mike Brienzo, Roger Ohlrich, Karen Sieckmeyer; Public Works/Utilities, Kent Morgan, Planning, Steve Burnham, Dan Briggs; Federal Highway Administration and Bill Manning, UNL Parking and Transit

STATED PURPOSE OF THE MEETING: Technical Committee Meeting

Ann Harrell called the meeting to order.

Agenda Item No. 1 - Review and action on the draft minutes of the December 2, 2004, Technical Committee Meeting.

A motion was made by Roger Figard to approve the minutes, Marvin Krout seconded. Motion carried unanimously.

Agenda Item No. 2 - Review and action on acceptance of the Intelligent Transportation System Regional Architecture Plan for the 13 county region including the Lincoln Metropolitan Area.

Virendra Singh explained that the ITS project is part of our long range planning process which is identified in our current comprehensive plan. ITS will help with security, safety, and mobility of the motoring public. This particular project is in response to the Federal Highway Administration and Federal Transit Administration requirements. Singh then introduced Iteris and Olsson Associates, the two consultants for this project.

Abbas Mohaddes with Iteris went over the attached slide presentation which included the technical overview of what has been accomplished and why; discussed the legal process; and where we go from here.

Harrell then opened it up for any questions. Roger Figard asked Steve Burnham if he could see anything that would concern him about the direction this was going with regard to the requirements from FHWA. Burnham

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stated that the National Headquarters is in the process of reviewing it right now and promises comments back to the City by April 4, 2005. In the local review, the comments that have been given have been addressed.

A motion was made by Roger Figard to accept the Intelligent Transportation System Regional Architecture Plan, seconded by Larry Worth. Motion carried unanimously.

Agenda Item No. 3 - Review and action on the TIP Amendments for FY 2004-05 to include projects receiving Recreational Trails Program Funds and Transportation Enhancement Program Funds.

Project 1 - Lower Platte South NRD, Homestead Trail from Princeton to Cortland.

Project 2 - UNL, Trail and Bridge along Huntington-Leighton Avenue between 33rd and 48th Street.

Project 3 - Lincoln Parks and Recreation, Tierra Park Trails.

Mike Brienzo stated that we have three TIP Amendments that have been requested. These three projects need to be added to the TIP in order to take advantage of available Federal funding. The first amendment is the Lower Platte South NRD Homestead Trail which is from Princeton into Gage County to Cortland. This project is identified for funding by the Recreational Trails Program (RTP) which is a State Games and Park funding program to support this project.

The second amendment is the University of Nebraska project. This project extends across the northern side of the University of Nebraska-East Campus property. The University has set aside a 30-foot easement for the placement of this trail. The funding is coming from two different sources, one source is the State Games and Parks RTP funding for a bridge and the second will be federal enhancement funds coming from the State program. The RTP bridge project will be located just to the west of North 48th Street. The trail and a second bridge over Dead Man's Run is funded in part by federal enhancement funds. The local funding match is primarily coming from the University.

The third amendment is the trails within Tierra Park which is just south of Highway 2. There are two trails identified in this project that will be located within the park. Funding is coming from RTP funds and the local match from the Parks Department.

What we need today is the recommendation from the Technical Committee to take to the Officials Committee. The Officials Committee will be meeting tomorrow and will be able to act on it then. The only discussion point that might be brought up is the trail that is identified by the University of Nebraska that runs along Huntington and Leighton. In the plan it is specifically identified for along Dead Man's Run. This is in process of being amended to the Comprehensive Plan Amendment moving it north to the easement provided by UNL that runs along Huntington and Leighton. This is a minor adjustment that serves the same corridor.

A motion was made by Roger Figard to approve all three amendments, seconded by Karl Fredrickson. Motion carried unanimously.

Item No. 3 - Review and action on acceptance of the Lincoln Transportation System Management

Report for the City of Lincoln.

Randy Hoskins stated that the report was started in mid 2004 using 2003 data. This was something that was called out in the City's Updated Comprehensive Plan that the City would do on an annual basis. The four main categories are; street system standards; network monitoring and analysis; maintaining level of service and continuing monitoring and planning.

Street System Standards:

The information contained here is on the average travel speeds, signalized intersections; number of crashes, sidewalks/trails, and public transportation.

Network Monitoring and Analysis.

Some of the highlights are the City added 21 centerline miles and 62 lane miles to the City street system. An Automobile Occupancy Study was done in 2004 which showed a slight increase in ridership in vehicles but was not a statistically significant increase. The number of car crashes that have occurred city-wide have remained relatively constant over the past five years despite increasing traffic volumes as well as the number of miles of streets in the City. Transit usage for the year 2003-04 has increased over the previous year.

Maintaining Level of Service:

Traffic signal optimization and coordination work was performed on eight arterial streets city-wide in order to use the existing capacity that we have more effectively. Another major difference was made in eliminating the right for people to close lanes on our streets during peak hours. There are certain projects that must have high level approval in order to close lanes during peak hours. This is felt to be one way the City could make a significant difference in keeping traffic moving. Another thing that the City accomplished in order to make crash numbers to remain relatively steady in the last few years, is to complete an annual crash report. This looks at the highest location around town where there are the most crashes and looks for ways the City can work to reduce those crashes from occurring or reduce their severity.

We can constructed approximately twenty miles of new sidewalks during the last year.

The City of Lincoln is one of the leading cities in the State and probably one of the better ones in the nation in using Intelligent Transportation Systems (ITS) technology.

Incident Management Plans was developed in order to minimize the delay caused by crashes, closures or other roadway obstructions. These plans look how the City would get traffic routed around and flowing through these obstructions.

The Planning Department undertook the Multi-Modal study that looked at a number of options and gave some various scenario that would help us in getting rid of our dependence on single occupancy vehicles in the future.

Continuing Monitoring and Planning

Public Works and Planning are in the process of switching to a new TransCAD Transportation modeling package that is currently underway. This will allow for improved monitoring and planning for transportation.

Discussions have been begun on updating the Long Range Transportation Plan.

Transportation Improvements and Enhancements by the City.

Engineering Services of Public Works/Utilities is tasked with designing, constructing and maintaining streets, sidewalks and traffic control devices, as well as other tasks within the City's right-of-way. The report listed numerous items that had been accomplished this past year.

Harrell asked if there were any questions. Ron Schlautman inquired about the rate for auto occupancy last year. Randy thought it was 1.16 and this year it was 1.20.

A motion was made by Roger Figard to approve this report, seconded by Karl Fredrickson. Motion carried unanimously.

5. Other topics for discussion.

Roger Figard mentioned that at the last meeting it was discussed that the Department of Roads would update this committee on the State's Long Range Transportation Plan. Figard asked if that couldn't be put on the agenda for a future meeting. Ron Schlautman apologized for Steve McBeth who was planning on attending this meeting to do the update but became sick. Schlautman handed out the minutes from the last Nebraska Long Range Transportation Plan Meeting (see attached). They will try to update the committee at the next meeting.

Karl Fredrickson brought up the topic of combining the Technical Committee Meeting with the Transportation Liaison Committee which is essentially most of the people that attend the Technical Committee along with other City and State staff. Discussion was held and it was determined that this would not be a good idea.

The next Technical Committee Meeting will be April 20, 2005, at 3:00 in Room 113.

Meeting was adjourned.